

Read Sims's Great Novelette,
THE PRISON BABY,
IN THE EVENING WORLD.

PRICE ONE CENT.

EXTRA EXTRA 2 O'CLOCK. 2 O'CLOCK. IT WAS A DAM OF DIRT.

So Say Correspondents Who Have Visited the
Conemaugh Gap.

Safety Sluiceways Closed Up That the Game
Fish Might Not Escape.

ANOTHER DAY OF BURYING THE DEAD.

Discoveries Among the Living of Some
Supposed to Have Been Lost.

THE FLOOD.

I.
The rhythmic ring of a horse's feet
Echoes along the city street,
And the idle crowd swarms out to see
Whom can the reckless rider be.
With bloodless face and blazing eyes
He dashes on, and wildly cries
"Fly, for the river's wrath is near!
Fly, for the flood—the flood is here!"
He passes, and they stand amazed;
Then rest, and deem the rider crazed—
Some mischief-breeding adage—
Then turn and see, and fly—too late!

II.
With a moan and a groan,
With a shriek and a roar,
Down on the town
The water pour—
A shivering crash,
And it is no more!

The torrent sweeps on its changeless path,
Grinding the puny walls like chaff,
In its awful play.
Like straw before the fresh'ning breeze,
Like sands beneath the beating seas,
They pass away.
The seething whirlpool boils and foams
Above a thousand ruined homes,
And on its bosom sped,
All ghastly in waning light,
Are borne into the coming night
An army of the dead.

III.
Tears for the souls that passed away;
But charity for those
Whose all was lost that bitter day;
Whose call for pity rose
Up from hearts that are sad and sore,
And laden down with woes;
Tears for the lives that are no more,
But charity for those.

GLENN MACDONOUGH.

FROM 12,000 TO 15,000 DEAD.
The Latest Estimate Based on the Registry
of the Living.

(SPECIAL TO THE EVENING WORLD.)
JOHNSTOWN, Pa., June 5.—The registry of survivors of the flood now shows nearly ten thousand names, and the best estimates on the total loss of life, based on this registry and an unofficial poll, puts the number of the dead at from twelve thousand to fifteen thousand.

A DAM OF SHALE AND CLAY.
That's What a Mine-Owner Says There
Was at Conemaugh.

William Henry Smith, of the Associated Press, sends out from Johnstown a despatch disputing the statement by the Secretary of the South Fork Fishing Club that no complaints had ever been made about the safety of the Conemaugh dam by any Johnstown citizens. He says:

"There is not a shadow of doubt but that citizens of Cambria County frequently complained, and that at the time the dam was constructed a very vigorous effort was made to put a stop to the work."
"It is true that the leader in this movement was not a citizen of Johnstown, but he was and is a large mine owner in Cambria County. His mine adjoins the reservoir property. He related to me on Saturday the story of his labors in an effort to protect the lives and property of the people of that valley. He was frequently on the spot and his own engineer inspected the work."
"He says the embankment was principally of shale and clay, and that straw was used to stop the leaking water while the work was going on."

A HEAP OF MUD AND LOOSE STONE.
What Visitors to the Broken Dam Say of
Its Construction.

(SPECIAL TO THE EVENING WORLD.)
JOHNSTOWN, Pa., June 5.—The broken dam, where the terrible Conemaugh disaster had its beginning, is receiving attention now that the first thrills of horror over the catastrophe itself have in some measure begun to subside.
Numbers of correspondents and others have visited the dam, and no one who has seen it confirms the stories of its elaborate structure

and fine masonry which have been told in different quarters.
Indeed, the general verdict of these visitors seems to be that there was no masonry there.
The dam is declared to have been merely a heap of mud, faced with rough stones and filled in somewhat with shale.
Years ago, when the reservoir back of the dam was used as a feeder to the Pennsylvania Canal, the dam was in better shape, and it is said that there were extra sluiceways which could readily be opened so as to relieve the reservoir if the pressure of water became too great.
These sluiceways had been kept closed by the South Fork Fishing Club since they came into possession of the place, in order that the game fish in the lake might not escape to the river below.
This method of preserving the fishing grounds is suggestive of the days of steamboat racing on the Mississippi, when small dories were seated on the safety valves in order that no steam might be wasted.
Experts have declared that had these extra sluiceways been kept in order and operated there is no room to doubt that the terrible calamity in the Conemaugh Valley could have been averted.
Not only do those who have visited the dam declare that its material was insufficient, but they also assert that it was not lined out on an approved basis of engineering.
There was no attempt to give it extra strength by curvatures.
Its four hundred feet of length stretched straight across the end of the gap.
When the water made its way through the dam it formed a ragged break 300 feet in extent, going way to the bedrock.
This made a flood wave 200 feet wide by 75 feet deep.
It is little wonder that nothing above that fatally stanch railway bridge could be found to resist such a torrent.

THE FEARFUL WORK RESUMED.
Another Day of Finding and Burying the
Dead at Johnstown.

(SPECIAL TO THE EVENING WORLD.)
JOHNSTOWN, June 5.—With the first break of daylight the two thousand men were again at work leveling the tangled drifts of debris, and again the scene began of bodies dragged from the wreckage and taken to the Morgue and thence hurried to the cemeteries.
One gang of men went to work on the ground between the Cambria iron works and the Johnstown station of the Pennsylvania road.
The spot was formerly a bank which rose about thirty feet above the stream.
It is believed that buried underneath the great heaps of sand and mud will be found the bodies of perhaps seventy-five or a hundred people who were swept to death while heroically striving to rescue shrieking passengers on roofs and other floating material, as they were driven past on the angry flood.
The backing by the water away from the huge pile behind the stone bridge carried away the embankment and swallowed up the men and boys and even women who stood upon it.
Right over where they are supposed to be the ground has been travelled by thousands of feet in the last few days, with anywhere from one foot to twenty separating them from the bodies beneath.
Perhaps the very coffins in which they will be buried have been carried over them.
The view from the railroad bridge this morning is an impressive one. The figures of hundreds of workmen were to be seen moving around on the little hillocks of wreckage.
The little pontoon bridge in the upper Conemaugh nearly gave way yesterday, and a dozen people narrowly escaped being thrown into the muddy current.
As it was they got their feet wet; but it was soon repaired.
Passage across it is only to be had by a pass from Gen. Hastings or Chief of Police Hart; yet it is estimated that fully ten thousand people crossed this bridge yesterday.
Just below it is a skiff ferry that is used exclusively for the conveyance of coffins, which

are carried on men's shoulders the long distance from the railroad terminus, a quarter of a mile below the bridge, to the Morgue in the schoolhouse on Adams street.
It is not yet known how many coffins were received yesterday, as they came from all parts of the State.
Mr. W. C. Fraser, Vice-President of the First National Bank and a prominent citizen, said this morning that the statement that the people had been given timely warning of the approach of the torrent was not true.
"We had not the slightest warning," he said. "It was upon us, and death and devastation right before us before we could realize what had happened. Such a thing as giving notice of the approach of such a catastrophe would be impossible."

The little dummy engines in the Cambria Iron Works were moved a few feet this morning, and before the day is over a passageway for them for a considerable distance will be completed and the removal of wreckage will go on more speedily.
Capt. Peter Fitzpatrick, of Cambria City, learned today that his two little boys, supposed to be dead, were safe eighty miles down the river, where they were carried on the roof of a house and rescued.
Work has been begun on the wreckage in the Cambria Mills in Millville. Only about six hundred of the thousand employees there have been accounted for.
LOST FROM THE DAY EXPRESS.
The Sad Fate of Two Young Ladies Returning from a Wedding.

(SPECIAL TO THE EVENING WORLD.)
JOHNSTOWN, Pa., June 5.—The story of the mishap to the day express train at Conemaugh bridge is developing slowly through the efforts of the railway authorities to obtain definite information.
Of the 300 passengers on the train, all but eight seem to be accounted for, and it is believed that these eight are lost. They are Bessie Bryan, daughter of Mahlon Bryan, of Philadelphia, and her companion, Miss Paulson, of Pittsburgh; Mrs. Easley, Rev. Mr. Goodchild and Robert Hutchinson, of Newark, N. J.; Andrew Leonard, Mrs. J. Smith and Chris Meisel, manager of the Newark Baseball Club.
Miss Bryan was a delicate young woman. She was returning from a Pittsburgh wedding with Miss Paulson. They had been preceded the night before by the bridal couple, who were to be guests at the Bryan home, at Germantown.
They rode in the Pullman car and did not get out quickly enough. Fearing that they could not reach the hill where the other passengers took refuge, they returned towards the car, but before they had reached it the water caught them and carried them away.
Miss Virginia Maloney, of Woodbury, N. J., and a female servant of E. H. McCullagh, were rescued from the car after the wave had passed over.
The others whose names appear above are known to have been on the train, but neither of them has since been reported.
John W. Ealy, of 278 Broadway, New York, supposed to have been lost in the train, has been reported. He is unmarried and single.
John A. Pa., and James Mix, of Chicago, is all right.
A BRAVE JOHNSTOWN MINISTER.
He and His Family Saved by a Not Less Than 100 Feet of Water.

(SPECIAL TO THE EVENING WORLD.)
JOHNSTOWN, June 5.—I. H. Klem, a New Yorker, covered himself with honor during the flood.
He was at the Merchants Hotel and he worked like a beaver during the trying times of Friday night and Saturday morning, aiding in the rescue of no less than sixty persons from the floating debris.
Among these were the Rev. Mr. Phillips, his wife and two children.
Mr. Phillips is a stalwart man and when the flood struck his house he fled to the roof with his family.
Presently the house floated and the sturdy dominie placed his wife and two children on a table. Then he got under the table and, letting it rest with its precious burden on his head, arose to his feet.
As the house floated down on the tide it grazed the hotel building, and Mr. Klem and others assisted in hauling the imperiled person and his family into an upper window of the hotel.
William Scheerer, of Newark, N. J., at first reported drowned, is alive and well, and so are George Angellbach and family, of East Hampton, Conn., also reported as among the drowned.
THE MAILS ALL SAFE.
Not So Much as a Postal Card Lost from Uncle Sam's Pouches.

Not a sack of mail, not a letter, not even a postal card was lost from Uncle Sam's mail through Pennsylvania.
Supt. Jackson, of the Railway Mail Service, has received reports from all the mails passing through the flooded districts. Every clerk is accounted for, even M. E. Hannan, who was taking his week off at home in Johnstown, escaping the flood.
The postal-car on the ill-fated express train was side-tracked at Conemaugh, but the news of its safety did not reach here till last night.
Clerk T. C. McGowan having piled the most important mail matter into a wagon and driven to Altoona, and thence to Harrisburg, a trip of 150 miles over a region that had been declared impassable.
He reached Harrisburg yesterday afternoon. The Baltimore and Ohio is open and carrying passengers and mail on schedule time on every branch. Its first train having passed through to Johnstown yesterday afternoon.
The Pennsylvania is now running with its mails, and the Pennsylvania hopes to resume its traffic by to-morrow by opening the lines from Harrisburg to Williamsport, Erie, to Pittsburgh, a long way around, but better than no thoroughfare.
Connecticut Money for Johnstown.

(SPECIAL TO THE EVENING WORLD.)
NORWALK, Conn., June 5.—At a hastily arranged meeting of fifteen citizens' night, addressed by Rev. W. J. Shuman, H. W. Mayles and a few others, \$755 was subscribed.
The total amount now raised in town is about \$1,500.

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The work of receiving and accounting for the contributions had been reduced to a system by Mr. Crain.
A corps of four stenographers and as many clerks and secretaries attached to the Mayor's office and furnished by the Executive Committee were hard at work at what is now a very busy desk, and the Mayor's office was a scene of activity.
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Money was coming in at the rate of over \$500 per minute in the early hours of the morning, and the added contributions by passengers and every mail showed no abatement in the sympathy of New Yorkers for their afflicted brethren of Pennsylvania.
Among other contributions received was \$1,000 from the subscription at the Brewster Exchange, which was turned in by Fred Einsiedel.
The following were the receipts of \$50,000 or more of the Mayor's office during the day: \$50,000 from the subscription at the Brewster Exchange, which was turned in by Fred Einsiedel.

300 LOST AT PHILLIPSBURG.

FRESH TIDINGS OF SUFFERING AND DEATH BY FLOODS.
(SPECIAL TO THE EVENING WORLD.)
PHILADELPHIA, June 5.—A messenger this morning brings new tidings of death and suffering by flood.
He comes from Phillipsburg, Center County.
He says that town is entirely shut off by floods, that 300 lives have been lost, and that many of the survivors are in danger of starvation.
THOUSANDS EVERY HOUR.
A FLOOD OF POPULAR CONTRIBUTIONS TO NEW YORK'S RELIEF FUND.

Mayor Grant was absent from his office today attending the wedding of State Senator Eugene S. Ives with Miss Waggoner at Washington.
His absence, however, did not in any way interfere with the work of receiving and acknowledging the contributions in aid of the sufferers by the Pennsylvania floods.
The mail which enumerated Secretary Crain's desk this morning was the largest ever received at the Mayor's office, and nearly every envelope contained a check or money for the relief fund.
Most of the subscriptions were small and of the popular character, but among them were several large ones, notably another check, this time for \$2,500 from Prince & Whately, on account of the London Stock Exchange subscription.
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